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**TRANSMITTAL LETTER TO THE UNITED STATES
DESIGNATED/ELECTED OFFICE (DO/EO/US)
CONCERNING A FILING UNDER 35 U.S.C. 371**

10543-032

U.S. APPLICATION NO. (IF KNOWN, SEE 37 CFR 1.5)

09/936638

INTERNATIONAL APPLICATION NO.

PCT/EP00/02347

INTERNATIONAL FILING DATE

16 March 2000

PRIORITY DATE CLAIMED

17 March 1999, 14 March 2000

TITLE OF INVENTION

Method for Determining Parameters

APPLICANT(S) FOR DO/EO/US

Continental Teves AG & Co. OHG, Michael Latarnik (Deceased), Christine Latarnik (Executor of Will), Helmut Fennel

Applicant herewith submits to the United States Designated/Elected Office (DO/EO/US) the following items and other information:

1. ☒ This is a **FIRST** submission of items concerning a filing under 35 U.S.C. 371.
2. ☐ This is a **SECOND** or **SUBSEQUENT** submission of items concerning a filing under 35 U.S.C. 371.
3. ☐ This is an express request to begin national examination procedures (35 U.S.C. 371(f)). The submission must include items (5), (6), (9) and (24) indicated below.
4. ☐ The US has been elected by the expiration of 19 months from the priority date (Article 31).
5. ☒ A copy of the International Application as filed (35 U.S.C. 371 (c) (2))
 - a. ☐ is attached hereto (required only if not communicated by the International Bureau).
 - b. ☒ has been communicated by the International Bureau.
 - c. ☐ is not required, as the application was filed in the United States Receiving Office (RO/US).
6. ☒ An English language translation of the International Application as filed (35 U.S.C. 371(c)(2)).
 - a. ☒ is attached hereto.
 - b. ☐ has been previously submitted under 35 U.S.C. 154(d)(4).
7. ☐ Amendments to the claims of the International Application under PCT Article 19 (35 U.S.C. 371 (c)(3))
 - a. ☐ are attached hereto (required only if not communicated by the International Bureau).
 - b. ☐ have been communicated by the International Bureau.
 - c. ☐ have not been made; however, the time limit for making such amendments has NOT expired.
 - d. ☐ have not been made and will not be made.
8. ☐ An English language translation of the amendments to the claims under PCT Article 19 (35 U.S.C. 371(c)(3)).
9. ☐ An oath or declaration of the inventor(s) (35 U.S.C. 371 (c)(4)).
10. ☐ An English language translation of the annexes of the International Preliminary Examination Report under PCT Article 36 (35 U.S.C. 371 (c)(5)).
11. ☒ A copy of the International Preliminary Examination Report (PCT/IPEA/409).
12. ☒ A copy of the International Search Report (PCT/ISA/210).

Items 13 to 20 below concern document(s) or information included:

13. ☒ An Information Disclosure Statement under 37 CFR 1.97 and 1.98.
14. ☐ An assignment document for recording. A separate cover sheet in compliance with 37 CFR 3.28 and 3.31 is included.
15. ☒ A **FIRST** preliminary amendment.
16. ☐ A **SECOND** or **SUBSEQUENT** preliminary amendment.
17. ☐ A substitute specification.
18. ☐ A change of power of attorney and/or address letter.
19. ☐ A computer-readable form of the sequence listing in accordance with PCT Rule 13ter.2 and 35 U.S.C. 1.821 - 1.825.
20. ☐ A second copy of the published international application under 35 U.S.C. 154(d)(4).
21. ☐ A second copy of the English language translation of the international application under 35 U.S.C. 154(d)(4).
22. ☒ Certificate of Mailing by Express Mail
23. ☐ Other items or information:

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JC03 Rec'd PCT/PTO 12 SEP 2001

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Inventors: Fennel et al.)
Serial No.:)
Filed:)
For: Method for Determining Parameters)
Group Art Unit:)

**PRELIMINARY
AMENDMENT**

Commissioner of Patents and Trademarks
Washington, D.C. 20231

Sir:

Preliminary to examination of the above-referenced application, the following preliminary amendment is being submitted for consideration by the examiner.

IN THE SPECIFICATION:

Amendments to the specification are being made to pages 1, 3, 5, 6, 7, and 8 of the original application. As indicated on attached Appendix A, text being deleted is bracketed and text being inserted is underlined. Appendix B is a clean version specification incorporating the changes with paragraph numbering being added.


IN THE CLAIMS:

Claims 1 through 7, pages 11 through 13, are being amended. As indicated on attached Appendix A, text being deleted is bracketed and text being inserted is underlined. Appendix B is a clean version of the claims incorporating the changes.

IN THE ABSTRACT:

Amendments are being made to the Abstract as indicated on page 14 of attached Appendix A, text being deleted is bracketed and text being inserted is underlined. Appendix B is a clean version of the Abstract incorporating the changes with paragraph numbering being added.

Respectfully submitted,

By: 
Steven L. Oberholtzer
Reg. No.: 30,670

SLO:mc

Brinks Hofer Gilson & Lione
P.O. Box 10395
Chicago, IL 60610
(734) 302-6000

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APPENDIX A

JC03 Rec'd PCT/PTO 1 2 SEP 2001

[PC 9602]

Method For Determining Parameters

BACKGROUND AND SUMMARY OF THE INVENTION

The present invention relates to a method for determining parameters for the viscosity and/or temperature of a brake fluid of a vehicle.

It is known that the viscosity of a brake fluid or hydraulic fluid is greatly responsive to temperatures. High viscosity at low fluid temperatures, i.e., at a low temperature below -10 degrees C, for example, in the starting period of an automotive vehicle impairs the controllability of the brake pressure of a controlled hydraulic brake system. It is problematic when the brake fluid, [e.g. within] is used in a system having a driving stability control function, [i.e.] which operates without being influenced by the driver, [shall be conducted] and the fluid must flow especially quickly from the brake fluid reservoir to a wheel brake. With temperatures dropping, the viscosity of the brake fluid rises [overproportionally] at a high rate. At very low temperatures, the result is that the brake fluid cannot [be aspirated] flow at a sufficiently quick rate and, in addition, the loss in pressure in the pipe line increases with rising viscosity. These obstacles cause a [decelerated] slower brake intervention. In driving stability control, however, there is the general demand of effecting a quick brake intervention. To solve this problem, devices have already been proposed which provide an auxiliary pressure source or a precharging pump [(WO 96/20102)]. Because this entails considerable extra cost, the use of these devices is increasingly avoided.

In view of the above, an object of the present invention is to ensure, with little effort, the functioning of a hydraulic vehicle brake system with all its partial functions, such as anti-lock function, traction slip function, and driving stability function, at any temperatures, even when exposed to very low outside temperatures.

[This object is achieved by the features of claims 1 and 6.]

[Advantageous improvements of the present invention are indicated in the subclaims.]

SUMMARY OF THE INVENTION

[Favorably] Preferably, the method of this invention is used in a driving-dynamics control system which serves to assist the driver of a vehicle in critical driving situations. 'Vehicle' in this context refers to an automotive vehicle with four wheels which is equipped with a hydraulic brake system. In the hydraulic brake system, brake pressure can be built up by the driver by means of a pedal-operated master cylinder. Each wheel has a brake with which at least one inlet valve and one outlet valve is associated. By way of the inlet valves, the wheel brakes are connected to the master cylinder, while the outlet valves lead to an unpressurized reservoir or low-pressure accumulator. Finally, there is provision of an auxiliary-pressure source, generally, a motor-and-pump assembly which is able to build up pressure in the wheel brakes even independently of the position of the brake pedal. The inlet and outlet valves are electromagnetically operable for the pressure control in the wheel brakes. Four rotational speed sensors, one per wheel, one yaw rate sensor, one transverse acceleration sensor, one steering angle sensor, and at least one pressure sensor for the brake pressure [generated] applied indirectly or directly by the brake pedal is provided in order to detect

conditions related to driving dynamics. An electronic control system which typically forms [a construction unit] an assembly along with a hydraulic block, in which the valves and the pump are accommodated, and on the one side of which the pump motor is arranged, controls the dynamic driving conditions of the vehicle during unstable travel. Thus, the function of the driving stability control system in critical situations includes imparting the vehicle behavior that is desired by the driver to the vehicle, within physical limits.

In ESP control systems (ESP = Electronic Stability Program), a pressure requirement for each individual wheel is calculated from the detected instability of the vehicle, [and the said pressure requirement] which is necessary to bring the vehicle back to the course desired by the driver. Yaw torque control ensures stable driving conditions in a cornering maneuver. Different vehicle reference models, e.g. the single-track model, can be relied on for yaw torque control. In ESP control systems, input quantities that result from the course desired by the driver (e.g. the steering angle, the speed, etc.) are always sent to the vehicle model circuit which determines a nominal value for the yaw rate from these input quantities and from parameters characteristic of the driving behavior of the vehicle as well as from quantities predetermined by ambient conditions (coefficient of friction of the roadway, side wind). The [said] nominal yaw rate is then compared with the actual yaw rate measured. The yaw rate difference is converted into a yaw torque which represents the input quantity of a distribution logic by means of a so-called yaw torque controller or, more precisely, a yaw torque control law. The distribution logic itself determines the brake pressure to be applied to the individual wheel brakes in dependence on a brake pressure model. The inlet and outlet valves are actuated by a pressure control which converts pressure quantities into valve

actuation signals in dependence on the real pressure increase and pressure decrease characteristics in the wheel brakes reproduced in the pressure model. The pressure model receives input quantities required herefor and, based on these and on system parameters, reproduces the pressure that prevails in the brake. More particularly, the pressure model can receive the control signals which influence the brake pressure on the respective brake under review, that is e.g. signals for the inlet valves, the outlet valves, for the hydraulic pump, or similar components. From these signals and from system parameters (for example, line cross-sections, switching characteristics, etc.), the pressure model can reproduce the pressure in the wheel brakes in parallel to the build-up of the wheel pressure so that the control circuit can be closed by outputting the pressure determined in this manner by way of the pressure model.

Prior art systems suffer from the difficulty of taking into consideration the influence of varying temperatures. The viscosity of brake fluid drops at low temperatures. This changes an input quantity which is taken into account in the pressure model when reproducing the wheel pressure, the pump delivery capacity or the supply volume of the pump, which increases or reduces in dependence on the temperature-responsive viscosity of the brake fluid.

To avoid discrepancies between the wheel pressure reproduced in the pressure model and the actual wheel pressure, it would be desirable to adapt the parameters that are stored in the pressure model or made available to the pressure model, especially the pump delivery capacity.

A first design of the present invention, therefore, discloses a method for determining parameters for the viscosity and/or

temperature of a brake fluid of a vehicle by way of a predetermined pressure build-up within time limits in at least one defined section of a brake circuit and for detecting a pressure in the section and/or a time which is required for the build-up of the said pressure. The change-over valve is opened and the inlet valve closed for pressure build-up of the measuring pressure. [Pressure] [f]Fluid is conducted from the master cylinder into the brake line by actuating the pump. The separating valve is closed during pressure fluid delivery. According to the present invention, the separating valve is opened after a predetermined time interval, and the measuring pressure (pressure pulse) generated by the pressure build-up is sensed between the inlet valve which is closed and the master cylinder. Because the separating valve arranged in the measurement section is open when the pressure is detected, a pressure sensor which is arranged in the brake line before the master brake cylinder between the change-over valve and the separating valve can sense the temperature-responsive measuring pressure. The temperature value of the brake fluid determined from the dynamic pressure is sent as an input quantity to the pressure model for the reproduction of the actual brake pressures. The parameters for the viscosity or temperature, respectively, can be determined from the time variation and/or the magnitude of the measured pressure in the defined section of the brake circuit.

By means of the parameters provided to the brake pressure model, parameters calculated, or input, or stored in the pressure model, such as [e.g.] the pump delivery capacity and values derived from the parameters[,] such as valve actuation times, are modified or corrected corresponding to the determined parameters for the viscosity or temperature of the brake fluid. In dependence on the temperature values derived from the measuring pressure values, the pump delivery capacity

stored in the pressure model is corrected and, thus, the pressure increase and pressure decrease curves are modified by means of which the actual wheel pressures are reproduced. The valves of the brake system are actuated e.g. for a longer time during brake pressure build-up due to the modified pressure increase and pressure decrease curves of the pressure model at a higher viscosity of the brake fluid, in particular below a temperature of -10°C , for example, at -15°C . The result is that the actual wheel pressure reaches the brake pressure demanded by the driving dynamics control at an earlier time.

In another embodiment of the present method, the time is detected which passes starting with the build-up of the measuring pressure until the commencement of a pressure rise or until the attaining of a limit value, and the parameter for the viscosity or temperature is determined in dependence on the time period found. The determination of time can be triggered with the switching signal of the separating valve. This determination of the temperature or the viscosity of the brake fluid plotted against the time variation of the measuring pressure is based on the [reflection] principle that, with a brake fluid at normal temperatures ([until] down to roughly -10°C brake fluid temperature) and, thus, at a low viscosity, the build-up of measuring pressure can be detected at an earlier point of time than when the brake fluid is at low temperatures ([starting from] below roughly -10°C brake fluid temperature) and, thus, at a high viscosity. The pressure rise at low temperatures takes place at a later point of time than the detection of the measured pressure in a predetermined normal temperature range. The time span found can be a direct standard for the viscosity or the temperature of the brake fluid, or can be determined by way of a comparison with quantities stored in tables or characteristic curves.

In another embodiment, the maximum pressure of the brake fluid is detected. This embodiment of the present invention is based on the [reflection] principle that the master cylinder connected to a brake fluid reservoir in the brake fluid circuit represents a resistor in front of which dynamic pressure develops and which, at low temperatures, causes a maximally higher brake fluid pressure in the section of the brake circuit under review than at lower ambient or outside temperatures and, thus, a lower viscosity of the brake fluid.

Further, the present invention discloses detecting the pressure variation as a function of time and detecting the time until the beginning of the pressure rise (as described above) and the maximum pressure (as described above) or the pressure variation after switch-on of the pump that delivers the brake fluid or after the opening of the separating valve, and determining the parameters for the viscosity or temperature of the brake fluid in dependence on limit values, or curves of limit values, or tables or characteristic curves, or models previously stored in the brake pressure model.

To determine parameters for the viscosity or temperature of the brake fluid, it is proposed to open the change-over valve in particular shortly after the start of the vehicle, to close the inlet valve(s), and to activate the pump for a predetermined short time; subsequently, to close the change-over valve of the wheel brakes, open the separating valve and evaluate the signals of the pressure sensor in the control system which lies directly in front of the master cylinder in the brake line. The parameters produced from the time variation of the measured pressure values are stored in an evaluating unit of the driving dynamics controller, which can be a part of the brake pressure model, and serve to modify the pump delivery capacity memorized in the pressure model.

Of course, it is also possible to take into account only the time variation or the pressure variation in the section under review for the determination of parameters, and the respectively different parameter is made the basis of plausibility reflections.

One embodiment of the present invention is illustrated in the accompanying drawings and will be described in detail in the following.

BRIEF DESCRIPTION OF THE DRAWINGS

[In the drawings,]

Figure 1 is a view of a circuit of the present invention for determining the parameters.

Figure 2a is a motor voltage/time diagram.

Figure 2b is a pressure/temperature diagram.

Figure 3 is the dependency of the pump delivery capacity on the temperature of the brake fluid.

DETAILED DESCRIPTION OF THE INVENTION

To determine parameters for the viscosity or the temperature of the brake fluid, it is disclosed to open the change-over valve 17 shown in Fig. 1, especially shortly after the start of the vehicle, and then close the inlet valve 11 and activate the pump 10 for a predetermined short interval, and to supply brake fluid from the master cylinder 12 into the brake line. To detect the measuring pressure, the change-over valve 17 is closed and the separating valve 16 opened, and the signals of the pressure sensor 13 that is arranged in the brake line directly in front of the master cylinder 12 are evaluated in

the electronic control unit (ECU) system 14. The hydraulic circuit illustrated in Figure 1 represents a subarea of a prior art brake circuit in which the brake force booster is designated by reference numeral 15, the separating valve by 16 and the change-over valve by 17. A known brake circuit is illustrated in DE 196 48 596 which is a part of the present description. Figures 2a and 2b show the time variation (Figure 2b) of the brake fluid in dependence on the motor voltage pulse. As the pressure curves of Figure 2b show, the result of actuation of the motor of pump 10 by means of a pulse 20 are dependencies on the temperature or viscosity in the pressure variation of the pressure measured with the pressure sensor 13 in the defined section of the brake circuit, which is produced between the closed inlet valve 13, the open separating valve 16, the closed change-over valve 17 and the master cylinder. The pressure curve 18 represents a pressure variation at low temperatures, pressure curve 19 represents a pressure variation at normal temperatures. The point of time of the pressure build-up at low temperatures is later, at time T1, and causes a higher maximum dynamic pressure P1. At temperatures up to -10 degrees C, the point of time of the pressure build-up is earlier, i.e., at time T0, and causes a lower maximum dynamic pressure P0. Parameters which represent the temperature of the brake fluid are produced by way of the time variation and/or the magnitude of the measured pressure value. These parameters are memorized in the pressure model and serve for the modification of the pressure increase of pressure decrease characteristic curves which are produced in the pressure model by way of the modification of the pump delivery capacity. The pump delivery capacity memorized in the pressure model of the controller 14 can be modified in dependence on the temperature of the brake fluid that is determined by way of the measuring pressure, or in dependence on a temperature threshold value by taking correction factors into account. Figure 3 shows the

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relationship of the pump delivery capacity influenced by the temperature of the brake fluid and, thus, the viscosity. When the temperature of the brake fluid drops below -10°C , the capacity of the pump declines almost proportionally to the temperature. Of course, the method may also be employed in other, e.g. non-linear, dependencies between the pump delivery capacity and the temperature of the brake fluid.

The wheel pressure reproduced in the pressure model is adapted to the brake pressure that is actually introduced into the wheel brakes, by way of the changes of valve actuation signals, for example.

[Patent Claims:]

CLAIMS

We Claim:

1. (AMENDED) A [M]method for determining parameters for the viscosity [and/or temperature] of a brake fluid as it is affected by temperature of a vehicle brake circuit for a predetermined pressure build-up within time limits comprising the steps of detecting in at least one defined section of [a] said brake circuit [and for detecting] a pressure in [the] said section and measuring at least one of a magnitude of said pressure or [and/or] a time which is required to build up [the] said pressure, and relating said magnitude of said pressure or said time to said viscosity.
2. (AMENDED) A [M]method as claimed in claim 1,
[c h a r a c t e r i z e d in] further comprising that the time which [passes starting with the] the time which is required to build-up [of the] said pressure [until the commencement of pressure rise] is determined by way of [detected pressure values and/or] switching valves of said brake circuit which initiate a pressure build-up.
3. (AMENDED) A [M]method as claimed in claim 1 [or 2]wherein,
[c h a r a c t e r i z e d in that] the maximum magnitude of said pressure is determined.
4. (AMENDED) A [M]method as claimed in [any one of] claim[s] 1 [to 3],wherein [c h a r a c t e r i z e d in that the] said magnitude of said pressure variation is determined as a function of time.

5. (AMENDED) A [M]method as claimed in [any one of] claim[s] 1 [to 4], wherein said at least one of said magnitude or time of said pressure [c h a r a c t e r i z e d in that the pressure variation or a pressure quantity] is determined after activation of a pump of said brake circuit delivering the brake fluid or after opening of a valve of said brake circuit.

6. (AMENDED) A [M]method for controlling the driving stability of a vehicle, wherein the input quantities which may include inputs of [(steering angle Δ), vehicle reference speed $[v_{Ref}]$ which are substantially defined by a [the desired] roadway driving condition are converted into the nominal value of a yaw rate quantity due to a vehicle model fixed by operands and the said quantities are compared with the actual value of the yaw rate quantity of said vehicle measured by means of sensors, wherein the difference value found is sent to a control law in which a torque quantity (M) is calculated which serves to fix pressure quantities that generate an additional yaw torque by way of wheel brakes of the vehicle to bring the measured yaw rate quantity in conformity with the calculated yaw rate quantity,

[c h a r a c t e r i z e d in that] comprising the steps that these pressure quantities [(nominal pressure)] are compared with pressure quantities determined in a pressure model, and the pressure quantities determined in the pressure model are modified or evaluated as a function of the viscosity of brake fluid of a brake circuit of said vehicle by detecting in at least one defined section of said brake circuit a pressure in said section and measuring at least one of a magnitude of said pressure or a time which is required to build up said pressure [the parameters defined according to any one of claims 1 to 5].

7. (AMENDED) A [M]method as claimed in claim 6, wherein
[c h a r a c t e r i z e d in that] the modified or evaluated
pressure quantities are converted into valve actuation signals,
and brake valves of the wheel brakes of said vehicle are
actuated in response to the said signals.

Abstract:

[Method For Determining Parameters]

[The present invention relates to a] A method for determining parameters for the viscosity or temperature of a brake fluid of a vehicle by way of a predetermined pressure build-up within time limits in at least one defined section of a brake circuit and for detecting a pressure in the said section and/or a time which is required for the build-up of the said pressure.

(Figure 2b)

[illegible]

BACKGROUND OF THE INVENTION

[0002] It is known that the viscosity of a brake fluid or hydraulic fluid is greatly responsive to temperatures. High viscosity at low fluid temperatures, i.e., at a low temperature below -10 degrees C, for example, in the starting period of an automotive vehicle impairs the controllability of the brake pressure of a controlled hydraulic brake system. It is problematic when the brake fluid is used in a system having a driving stability control function, which operates without being influenced by the driver, and fluid must flow especially quickly from the brake fluid reservoir to a wheel brake. With temperatures dropping, the viscosity of the brake fluid rises at a high rate. At very low temperatures, the result is that the brake fluid cannot flow at a sufficiently quick rate and, in addition, the loss in pressure in the pipe line increases with rising viscosity. These obstacles cause a slower brake intervention. In driving stability control, however, there is the general demand of effecting a quick brake intervention. To solve this problem, devices have already been proposed which provide an auxiliary pressure source or a precharging pump. Because this entails considerable extra cost, the use of these devices is increasingly avoided.

[0003] In view of the above, an object of the present invention is to ensure, with little effort, the functioning of a hydraulic vehicle brake system with all its partial

functions, such as anti-lock function, traction slip function, and driving stability function, at any temperatures, even when exposed to very low outside temperatures.

SUMMARY OF THE INVENTION

[0004] Preferably, the method of this invention is used in a driving-dynamics control system which serves to assist the driver of a vehicle in critical driving situations. 'Vehicle' in this context refers to an automotive vehicle with four wheels which is equipped with a hydraulic brake system. In the hydraulic brake system, brake pressure can be built up by the driver by means of a pedal-operated master cylinder. Each wheel has a brake with which at least one inlet valve and one outlet valve is associated. By way of the inlet valves, the wheel brakes are connected to the master cylinder, while the outlet valves lead to an unpressurized reservoir or low-pressure accumulator. Finally, there is provision of an auxiliary-pressure source, generally, a motor-and-pump assembly which is able to build up pressure in the wheel brakes even independently of the position of the brake pedal. The inlet and outlet valves are electromagnetically operable for the pressure control in the wheel brakes. Four rotational speed sensors, one per wheel, one yaw rate sensor, one transverse acceleration sensor, one steering angle sensor, and at least one pressure sensor for the brake pressure applied indirectly or directly by the brake pedal is provided in order to detect conditions related to driving dynamics. An electronic control system which typically forms an assembly along with a hydraulic block, in which the valves and the pump are accommodated, and on the one side of which the pump motor is arranged, controls the dynamic driving conditions of the vehicle during unstable travel. Thus, the function of the driving stability control

system in critical situations includes imparting the vehicle behavior that is desired by the driver to the vehicle, within physical limits.

[0005] In ESP control systems (ESP = Electronic Stability Program), a pressure requirement for each individual wheel is calculated from the detected instability of the vehicle which is necessary to bring the vehicle back to the course desired by the driver. Yaw torque control ensures stable driving conditions in a cornering maneuver. Different vehicle reference models, e.g. the single-track model, can be relied on for yaw torque control. In ESP control systems, input quantities that result from the course desired by the driver (e.g. the steering angle, the speed, etc.) are always sent to the vehicle model circuit which determines a nominal value for the yaw rate from these input quantities and from parameters characteristic of the driving behavior of the vehicle as well as from quantities predetermined by ambient conditions (coefficient of friction of the roadway, side wind). The nominal yaw rate is then compared with the actual yaw rate measured. The yaw rate difference is converted into a yaw torque which represents the input quantity of a distribution logic by means of a so-called yaw torque controller or, more precisely, a yaw torque control law. The distribution logic itself determines the brake pressure to be applied to the individual wheel brakes in dependence on a brake pressure model. The inlet and outlet valves are actuated by a pressure control which converts pressure quantities into valve actuation signals in dependence on the real pressure increase and pressure decrease characteristics in the wheel brakes reproduced in the pressure model. The pressure model receives input quantities required herefor and, based on these and on system parameters, reproduces the pressure that prevails in the brake. More particularly, the pressure model can receive the control signals

pump. The separating valve is closed during pressure fluid delivery. According to the present invention, the separating valve is opened after a predetermined time interval, and the measuring pressure (pressure pulse) generated by the pressure build-up is sensed between the inlet valve which is closed and the master cylinder. Because the separating valve arranged in the measurement section is open when the pressure is detected, a pressure sensor which is arranged in the brake line before the master brake cylinder between the change-over valve and the separating valve can sense the temperature-responsive measuring pressure. The temperature value of the brake fluid determined from the dynamic pressure is sent as an input quantity to the pressure model for the reproduction of the actual brake pressures. The parameters for the viscosity or temperature, respectively, can be determined from the time variation and/or the magnitude of the measured pressure in the defined section of the brake circuit.

[0009] By means of the parameters provided to the brake pressure model, parameters calculated, or input, or stored in the pressure model, such as the pump delivery capacity and values derived from the parameters such as valve actuation times, are modified or corrected corresponding to the determined parameters for the viscosity or temperature of the brake fluid. In dependence on the temperature values derived from the measuring pressure values, the pump delivery capacity stored in the pressure model is corrected and, thus, the pressure increase and pressure decrease curves are modified by means of which the actual wheel pressures are reproduced. The valves of the brake system are actuated e.g. for a longer time during brake pressure build-up due to the modified pressure increase and pressure decrease curves of the pressure model at a higher viscosity of the brake fluid, in

particular below a temperature of -10°C , for example, at -15°C . The result is that the actual wheel pressure reaches the brake pressure demanded by the driving dynamics control at an earlier time.

[0010] In another embodiment of the present method, the time is detected which passes starting with the build-up of the measuring pressure until the commencement of a pressure rise or until the attaining of a limit value, and the parameter for the viscosity or temperature is determined in dependence on the time period found. The determination of time can be triggered with the switching signal of the separating valve. This determination of the temperature or the viscosity of the brake fluid plotted against the time variation of the measuring pressure is based on the principle that, with a brake fluid at normal temperatures (down to roughly -10°C brake fluid temperature) and, thus, at a low viscosity, the build-up of measuring pressure can be detected at an earlier point of time than when the brake fluid is at low temperatures (below roughly -10°C brake fluid temperature) and, thus, at a high viscosity. The pressure rise at low temperatures takes place at a later point of time than the detection of the measured pressure in a predetermined normal temperature range. The time span found can be a direct standard for the viscosity or the temperature of the brake fluid, or can be determined by way of a comparison with quantities stored in tables or characteristic curves.

[0011] In another embodiment, the maximum pressure of the brake fluid is detected. This embodiment of the present invention is based on the principle that the master cylinder connected to a brake fluid reservoir in the brake fluid circuit represents a resistor in front of which dynamic pressure develops and which, at low temperatures, causes a maximally higher brake fluid pressure in the section of the

and 2b show the time variation (Figure 2b) of the brake fluid in dependence on the motor voltage pulse. As the pressure curves of Figure 2b show, the result of actuation of the motor of pump 10 by means of a pulse 20 are dependencies on the temperature or viscosity in the pressure variation of the pressure measured with the pressure sensor 13 in the defined section of the brake circuit, which is produced between the closed inlet valve 13, the open separating valve 16, the closed change-over valve 17 and the master cylinder. The pressure curve 18 represents a pressure variation at low temperatures, pressure curve 19 represents a pressure variation at normal temperatures. The point of time of the pressure build-up at low temperatures is later, at time T1, and causes a higher maximum dynamic pressure P1. At temperatures up to -10 degrees C, the point of time of the pressure build-up is earlier, i.e., at time T0, and causes a lower maximum dynamic pressure P0. Parameters which represent the temperature of the brake fluid are produced by way of the time variation and/or the magnitude of the measured pressure value. These parameters are memorized in the pressure model and serve for the modification of the pressure increase of pressure decrease characteristic curves which are produced in the pressure model by way of the modification of the pump delivery capacity. The pump delivery capacity memorized in the pressure model of the controller 14 can be modified in dependence on the temperature of the brake fluid that is determined by way of the measuring pressure, or in dependence on a temperature threshold value by taking correction factors into account. Figure 3 shows the relationship of the pump delivery capacity influenced by the temperature of the brake fluid and, thus, the viscosity. When the temperature of the brake fluid drops below -10°C, the capacity of the pump declines almost proportionally to the

CLAIMS:

We claim:

1. A method for determining parameters for the viscosity of a brake fluid as it is affected by temperature of a vehicle brake circuit for a predetermined pressure build-up within time limits comprising the steps of detecting in at least one defined section of said brake circuit a pressure in said section and measuring at least one of a magnitude of said pressure or a time which is required to build up said pressure, and relating said magnitude of said pressure or said time to said viscosity.

2. A method as claimed in claim 1, further comprising that the time which is required to build-up said pressure is determined by way of switching valves of said brake circuit which initiate a pressure build-up.

3. A method as claimed in claim 1, wherein the maximum of said magnitude of said pressure is determined.

4. A method as claimed in claim 1, wherein said magnitude of said pressure is determined as a function of time.

5. A method as claimed in claim 1, wherein said at least one of said magnitude or time of said pressure is determined after activation of a pump of said brake circuit delivering the brake fluid or after opening of a valve of said brake circuit.

6. A method for controlling the driving stability of a vehicle, wherein the input quantities which may include inputs of steering angle and vehicle reference speed which are substantially defined by a roadway driving condition are converted into the nominal value of a yaw rate quantity due to a vehicle model fixed by operands and said quantities are compared with the actual value of the yaw rate quantity of said vehicle measured by means of sensors, wherein the difference value found is sent to a control law in which a torque quantity is calculated which serves to fix pressure quantities that generate an additional yaw torque by way of wheel brakes of the vehicle to bring the measured yaw rate quantity in conformity with the calculated yaw rate quantity, comprising the steps that these pressure quantities are compared with pressure quantities determined in a pressure model, and the pressure quantities determined in the pressure model are modified or evaluated as a function of the viscosity of brake fluid of a brake circuit of said vehicle by detecting in at least one defined section of said brake circuit a pressure in said section and measuring at least one of a magnitude of said pressure or a time which is required to build up said pressure.

7. A method as claimed in claim 6, wherein the modified or evaluated pressure quantities are converted into valve actuation signals, and brake valves of the wheel brakes of said vehicle are actuated in response to the said signals.

3/PTS

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JC03 Rec'd PCT/PTO 12 SEP 2001

PC 9602

Method For Determining Parameters

The present invention relates to a method for determining parameters for the viscosity and/or temperature of a brake fluid of a vehicle.

It is known that the viscosity of a brake fluid or hydraulic fluid is greatly responsive to temperatures. High viscosity at low fluid temperatures, i.e., at a low temperature below -10 degrees C, for example, in the starting period of an automotive vehicle impairs the controllability of the brake pressure of a controlled hydraulic brake system. It is problematic when brake fluid, e.g. within a driving stability control function, i.e. without being influenced by the driver, shall be conducted especially quickly from the brake fluid reservoir to a wheel brake. With temperatures dropping, the viscosity of the brake fluid rises overproportionally. At very low temperatures, the result is that the brake fluid cannot be aspirated at a sufficiently quick rate and, in addition, the loss in pressure in the pipe line increases with rising viscosity. These obstacles cause a decelerated brake intervention. In driving stability control, however, there is the general demand of effecting a quick brake intervention. To solve this problem, devices have already been proposed which provide an auxiliary pressure source or a precharging pump (WO 96/20102). Because this entails considerable extra cost, the use of these devices is increasingly avoided.

In view of the above, an object of the present invention is to ensure, with little effort, the functioning of a hydraulic vehicle brake system with all its partial functions, such as anti-lock function, traction slip function, and driving stability function, at any temperatures, even when exposed to very low outside temperatures.

This object is achieved by the features of claims 1 and 6.

Advantageous improvements of the present invention are indicated in the subclaims.

Favorably, the method is used in a driving-dynamics control system which serves to assist the driver of a vehicle in critical driving situations. 'Vehicle' in this context refers to an automotive vehicle with four wheels which is equipped with a hydraulic brake system. In the hydraulic brake system, brake pressure can be built up by the driver by means of a pedal-operated master cylinder. Each wheel has a brake with which at least one inlet valve and one outlet valve is associated. By way of the inlet valves, the wheel brakes are connected to the master cylinder, while the outlet valves lead to an unpressurized reservoir or low-pressure accumulator. Finally, there is provision of an auxiliary-pressure source, generally, a motor-and-pump assembly which is able to build up pressure in the wheel brakes even independently of the position of the brake pedal. The inlet and outlet valves are electromagnetically operable for the pressure control in the wheel brakes. Four rotational speed sensors, one per wheel, one yaw rate sensor, one transverse acceleration sensor, one steering angle sensor, and at least one pressure sensor for the brake pressure generated indirectly or directly by the brake pedal is provided in order to detect conditions related to driving dynamics. An electronic control system which typically

forms a construction unit along with a hydraulic block, in which the valves and the pump are accommodated, and on the one side of which the pump motor is arranged, controls the dynamic driving conditions of the vehicle during unstable travel. Thus, the function of the driving stability control system in critical situations includes imparting the vehicle behavior that is desired by the driver to the vehicle, within physical limits.

In ESP control systems (ESP = Electronic Stability Program), a pressure requirement for each individual wheel is calculated from the detected instability of the vehicle, and the said pressure requirement is necessary to bring the vehicle back to the course desired by the driver. Yaw torque control ensures stable driving conditions in a cornering maneuver. Different vehicle reference models, e.g. the single-track model, can be relied on for yaw torque control. In ESP control systems, input quantities that result from the course desired by the driver (e.g. the steering angle, the speed, etc.) are always sent to the vehicle model circuit which determines a nominal value for the yaw rate from these input quantities and from parameters characteristic of the driving behavior of the vehicle as well as from quantities predetermined by ambient conditions (coefficient of friction of the roadway, side wind). The said nominal yaw rate is then compared with the actual yaw rate measured. The yaw rate difference is converted into a yaw torque which represents the input quantity of a distribution logic by means of a so-called yaw torque controller or, more precisely, a yaw torque control law. The distribution logic itself determines the brake pressure to be applied to the individual wheel brakes in dependence on a brake pressure model. The inlet and outlet valves are actuated by a pressure control which converts pressure quantities into valve actuation signals in dependence on the real pressure increase and

pressure decrease characteristics in the wheel brakes reproduced in the pressure model. The pressure model receives input quantities required herefor and, based on these and on system parameters, reproduces the pressure that prevails in the brake. More particularly, the pressure model can receive the control signals which influence the brake pressure on the respective brake under review, that is e.g. signals for the inlet valves, the outlet valves, for the hydraulic pump, or similar components. From these signals and from system parameters (for example, line cross-sections, switching characteristics, etc.), the pressure model can reproduce the pressure in the wheel brakes in parallel to the build-up of the wheel pressure so that the control circuit can be closed by outputting the pressure determined in this manner by way of the pressure model.

Prior art systems suffer from the difficulty of taking into consideration the influence of varying temperatures. The viscosity of brake fluid drops at low temperatures. This changes an input quantity which is taken into account in the pressure model when reproducing the wheel pressure, the pump delivery capacity or the supply volume of the pump, which increases or reduces in dependence on the temperature-responsive viscosity of the brake fluid.

To avoid discrepancies between the wheel pressure reproduced in the pressure model and the actual wheel pressure, it would be desirable to adapt the parameters that are stored in the pressure model or made available to the pressure model, especially the pump delivery capacity.

A first design of the present invention, therefore, discloses a method for determining parameters for the viscosity and/or temperature of a brake fluid of a vehicle by way of a

predetermined pressure build-up within time limits in at least one defined section of a brake circuit and for detecting a pressure in the section and/or a time which is required for the build-up of the said pressure. The change-over valve is opened and the inlet valve closed for pressure build-up of the measuring pressure. Pressure fluid is conducted from the master cylinder into the brake line by actuating the pump. The separating valve is closed during pressure fluid delivery. According to the present invention, the separating valve is opened after a predetermined time interval, and the measuring pressure (pressure pulse) generated by the pressure build-up is sensed between the inlet valve which is closed and the master cylinder. Because the separating valve arranged in the measurement section is open when the pressure is detected, a pressure sensor which is arranged in the brake line before the master brake cylinder between the change-over valve and the separating valve can sense the temperature-responsive measuring pressure. The temperature value of the brake fluid determined from the dynamic pressure is sent as an input quantity to the pressure model for the reproduction of the actual brake pressures. The parameters for the viscosity or temperature, respectively, can be determined from the time variation and/or the magnitude of the measured pressure in the defined section of the brake circuit.

By means of the parameters provided to the brake pressure model, parameters calculated, or input, or stored in the pressure model, such as e.g. the pump delivery capacity and values derived from the parameters, such as valve actuation times, are modified or corrected corresponding to the determined parameters for the viscosity or temperature of the brake fluid. In dependence on the temperature values derived from the measuring pressure values, the pump delivery capacity stored in the pressure model is corrected and, thus, the

pressure increase and pressure decrease curves are modified by means of which the actual wheel pressures are reproduced. The valves of the brake system are actuated e.g. for a longer time during brake pressure build-up due to the modified pressure increase and pressure decrease curves of the pressure model at a higher viscosity of the brake fluid, in particular below a temperature of -10°C , for example, at -15°C . The result is that the actual wheel pressure reaches the brake pressure demanded by the driving dynamics control at an earlier time.

In another embodiment of the present method, the time is detected which passes starting with the build-up of the measuring pressure until the commencement of a pressure rise or until the attaining of a limit value, and the parameter for the viscosity or temperature is determined in dependence on the time period found. The determination of time can be triggered with the switching signal of the separating valve. This determination of the temperature or the viscosity of the brake fluid plotted against the time variation of the measuring pressure is based on the reflection that, with a brake fluid at normal temperatures (until roughly -10°C brake fluid temperature) and, thus, at a low viscosity, the build-up of measuring pressure can be detected at an earlier point of time than at low temperatures (starting from roughly -10°C brake fluid temperature) and, thus, at a high viscosity. The pressure rise at low temperatures takes place at a later point of time than the detection of the measured pressure in a predetermined normal temperature range. The time span found can be a direct standard for the viscosity or the temperature of the brake fluid, or can be determined by way of a comparison with quantities stored in tables or characteristic curves.

In another embodiment, the maximum pressure of the brake fluid is detected. This embodiment of the present invention is based

Further, the present invention discloses detecting the pressure variation as a function of time and detecting the time until the beginning of the pressure rise (as described above) and the maximum pressure (as described above) or the pressure variation after switch-on of the pump that delivers the brake fluid or after the opening of the separating valve, and determining the parameters for the viscosity or temperature of the brake fluid in dependence on limit values, or curves of limit values, or tables or characteristic curves, or models previously stored in the brake pressure model.

To determine parameters for the viscosity or temperature of the brake fluid, it is proposed to open the change-over valve in particular shortly after the start of the vehicle, to close the inlet valve(s), and to activate the pump for a predetermined short time; subsequently, to close the change-over valve of the wheel brakes, open the separating valve and evaluate the signals of the pressure sensor in the control system which lies directly in front of the master cylinder in the brake line. The parameters produced from the time variation of the measured pressure values are stored in an evaluating unit of the driving dynamics controller, which can be a part of the brake pressure model, and serve to modify the pump delivery capacity memorized in the pressure model.

Of course, it is also possible to take into account only the time variation or the pressure variation in the section under review for the determination of parameters, and the respectively different parameter is made the basis of plausibility reflections.

One embodiment of the present invention is illustrated in the accompanying drawings and will be described in detail in the following.

In the drawings,

Figure 1 is a view of a circuit of the present invention for determining the parameters.

Figure 2a is a motor voltage/time diagram.

Figure 2b is a pressure/temperature diagram.

Figure 3 is the dependency of the pump delivery capacity on the temperature of the brake fluid.

To determine parameters for the viscosity or the temperature of the brake fluid, it is disclosed to open the change-over valve 17, especially shortly after the start of the vehicle, close the inlet valve 11 and activate the pump 10 for a predetermined short interval, and to supply brake fluid from the master cylinder 12 into the brake line. To detect the measuring pressure, the change-over valve 17 is closed and the separating valve 16 opened, and the signals of the pressure sensor 13 that is arranged in the brake line directly in front of the master cylinder 12 are evaluated in the electronic control system 14. The hydraulic circuit illustrated in Figure 1 represents a subarea of a prior art brake circuit in which the brake force

booster is designated by reference numeral 15, the separating valve by 16 and the change-over valve by 17. A known brake circuit is illustrated in DE 196 48 596 which is a part of the present description. Figures 2a and 2b show the time variation (Figure 2b) of the brake fluid in dependence on the motor voltage pulse. As the pressure curves of Figure 2b show, the result of actuation of the motor of pump 10 by means of a pulse 20 are dependencies on the temperature or viscosity in the pressure variation of the pressure measured with the pressure sensor 13 in the defined section of the brake circuit, which is produced between the closed inlet valve 13, the open separating valve 16, the closed change-over valve 17 and the master cylinder. The pressure curve 18 represents a pressure variation at low temperatures, pressure curve 19 represents a pressure variation at normal temperatures. The point of time of the pressure build-up at low temperatures is later, at time T1, and causes a higher maximum dynamic pressure P1. At temperatures up to -10 degrees, the point of time of the pressure build-up is earlier, i.e., at time T0, and causes a lower maximum dynamic pressure P0. Parameters which represent the temperature of the brake fluid are produced by way of the time variation and/or the magnitude of the measured pressure value. These parameters are memorized in the pressure model and serve for the modification of the pressure increase of pressure decrease characteristic curves which are produced in the pressure model by way of the modification of the pump delivery capacity. The pump delivery capacity memorized in the pressure model of the controller 14 can be modified in dependence on the temperature of the brake fluid that is determined by way of the measuring pressure, or in dependence on a temperature threshold value by taking correction factors into account. Figure 3 shows the relationship of the pump delivery capacity influenced by the temperature of the brake fluid and, thus, the viscosity. When the temperature of the brake fluid drops below -10°C, the

Patent Claims:

1. Method for determining parameters for the viscosity and/or temperature of a brake fluid of a vehicle for a predetermined pressure build-up within time limits in at least one defined section of a brake circuit and for detecting a pressure in the said section and/or a time which is required to build up the said pressure.
2. Method as claimed in claim 1,
c h a r a c t e r i z e d in that the time which passes starting with the build-up of the pressure until the commencement of pressure rise is determined by way of detected pressure values and/or switching valves which initiate a pressure build-up.
3. Method as claimed in claim 1 or 2,
c h a r a c t e r i z e d in that the maximum pressure is determined.
4. Method as claimed in any one of claims 1 to 3,
c h a r a c t e r i z e d in that the pressure variation is determined as a function of time.
5. Method as claimed in any one of claims 1 to 4,
c h a r a c t e r i z e d in that the pressure variation or a pressure quantity is determined after activation of a pump delivering the brake fluid or after opening of a valve.
6. Method for controlling the driving stability of a vehicle, wherein the input quantities (steering angle Δ , vehicle

Abstract:

Method For Determining Parameters

The present invention relates to a method for determining parameters for the viscosity or temperature of a brake fluid of a vehicle by way of a predetermined pressure build-up within time limits in at least one defined section of a brake circuit and for detecting a pressure in the said section and/or a time which is required for the build-up of the said pressure.

(Figure 2b)

Fig.1

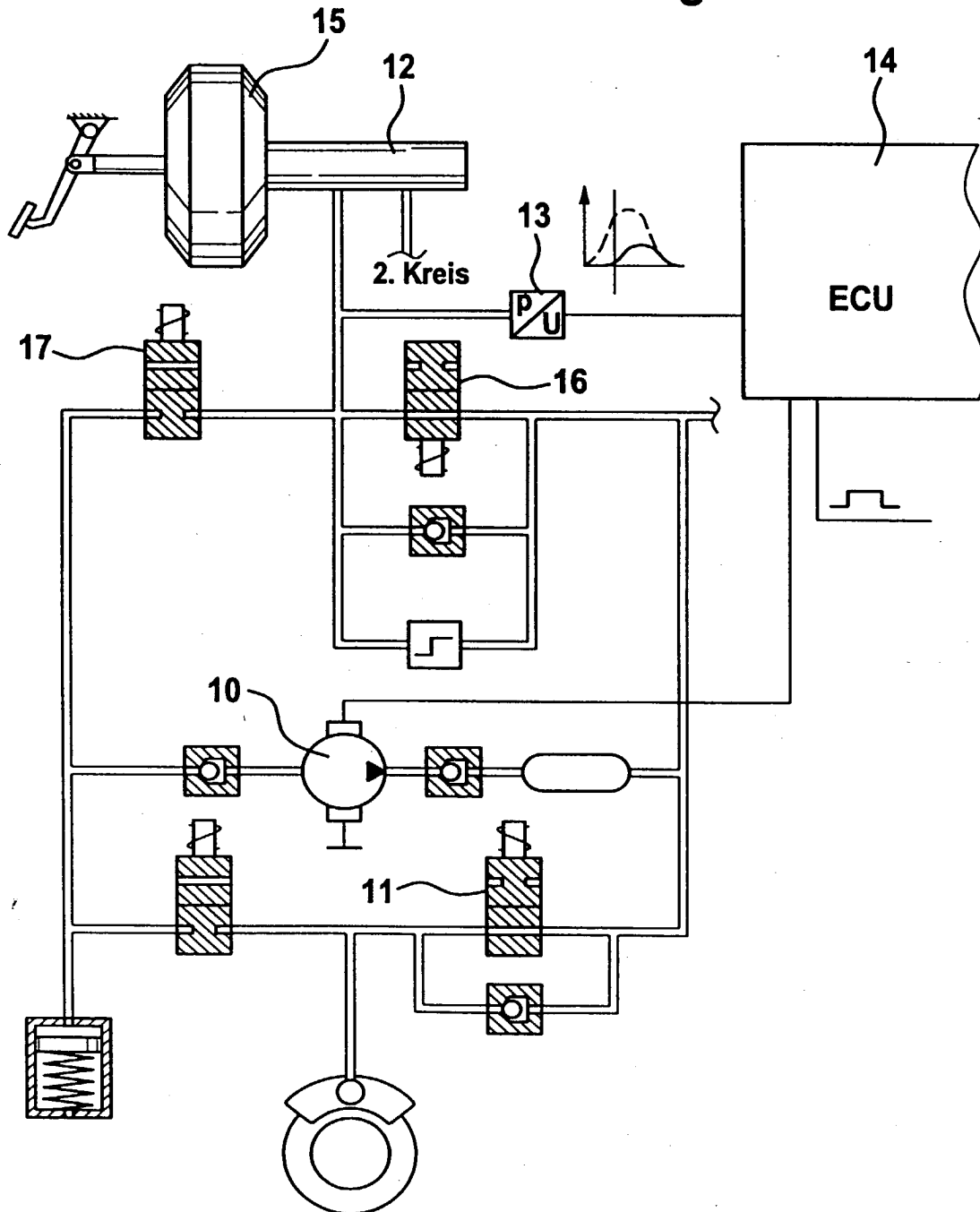


Fig. 2a

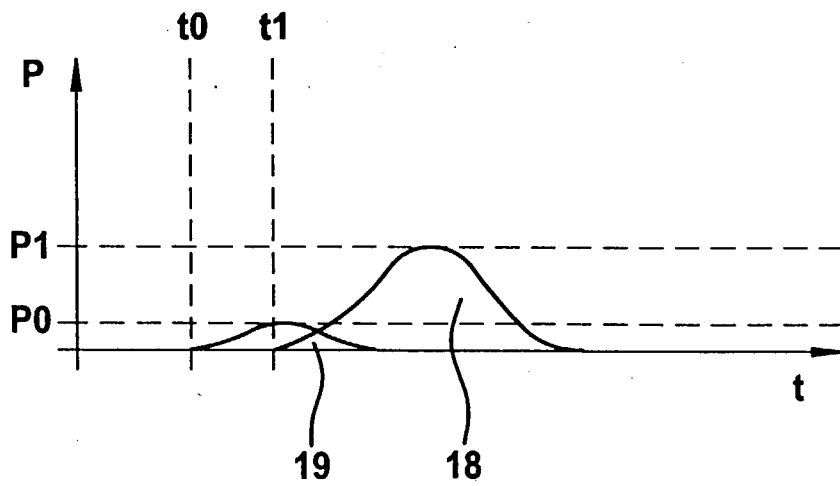
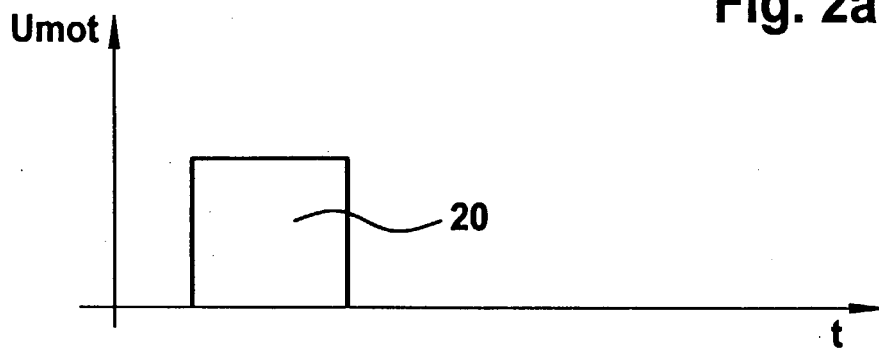
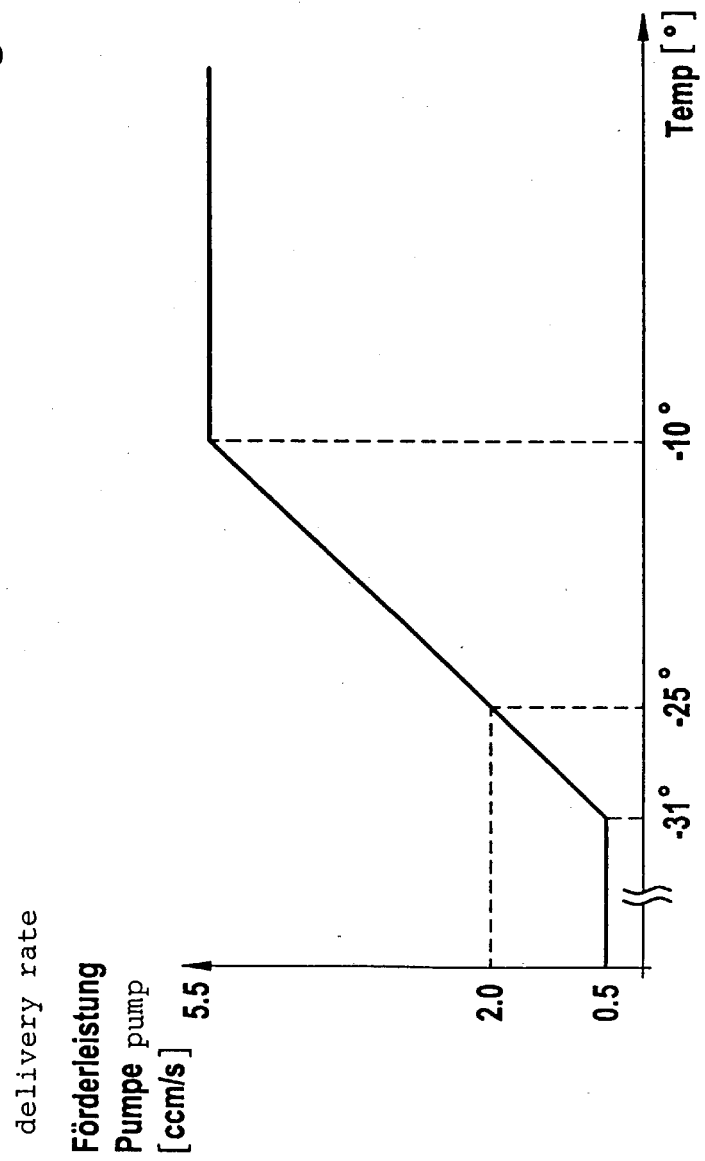


Fig. 2b

Fig. 3





Declaration and Power of Attorney for Patent Application

Erklärung für Patentanmeldungen mit Vollmacht

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I believe I am the original, first and sole inventor (if only one
name is listed below) or an original, first and joint inventor (if
plural names are listed below) of the subject matter which is
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entitled

Method for Determining Parameters

The specification of which is attached hereto unless the
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Application Number or PCT International
Application Number 09/936,638
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I hereby state that I have reviewed and understand the
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199 11 788.8	Germany
(Number)	(Country)
(Nummer)	(Land)
100 11 796.1	Germany
(Number)	(Country)
(Nummer)	(Land)

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PCT/EP00/02354	16 March 2000
(Application No.)	(Filing Date)
(Aktenzeichen)	(Anmeldetag)

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Priority Not Claimed

Priorität nicht beansprucht

17 March 1999 (17.03.99)
(Day/Month/Year Filed)
(Tag/Monat/Jahr der Anmeldung)

14 March 2000 (14.03.00)
(Day/Month/Year Filed)
(Tag/Monat/Jahr der Anmeldung)

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Pending
(Status) (patented, pending, abandoned)
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Vor- und Zuname des dritten Miterfinders (falls zutreffend)		Full name of third joint inventor, if any	
Unterschrift des dritten Erfinders		Michael Latarnik (Deceased) Eva-Maria Latarnik (Legal Representative)	
Datum (Tag/Monat/Jahr)	5/1	Third Inventor's signature	12/17/01
Wohnsitz:		Residence:	Römerstrasse 7, 61381 Friedrichsdorf, Germany
Staatsangehörigkeit:		Citizenship:	German
Postanschrift:		Post Office Address:	(same as above)
Vor- und Zuname des vierten Miterfinders (falls zutreffend)		Full name of fourth joint inventor, if any	
Unterschrift des vierten Erfinders		Michael Latarnik (Deceased) Sylvia Latarnik (Legal Representative)	
Datum (Tag/Monat/Jahr)	11/1	Fourth Inventor's signature	12/17/01
Wohnsitz:		Residence:	Römerstrasse 7, 61381 Friedrichsdorf, Germany
Staatsangehörigkeit:		Citizenship:	German
Postanschrift: (same as above)		Post Office Address:	(same as above)
Vor- und Zuname des fünften Miterfinders (falls zutreffend)		Full name of fifth joint inventor, if any	
Unterschrift des fünften Erfinders		Fifth Inventor's signature	
Datum (Tag/Monat/Jahr)		Date (mm/dd/yy)	
Wohnsitz:		Residence:	
Staatsangehörigkeit:		Citizenship:	
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Unterschrift des sechsten Erfinders		Sixth Inventor's signature	
Datum (Tag/Monat/Jahr)		Date (mm/dd/yy)	
Wohnsitz:		Residence:	
Staatsangehörigkeit:		Citizenship:	
Postanschrift:		Post Office Address:	
(Im Falle siebter und weiterer Miterfinder sind die entsprechenden Informationen und Unterschriften hinzuzufügen.)		(Supply similar information and signature for seventh and subsequent joint inventors.)	

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Send Correspondence to:

Steven L. Oberholzer
Brinks Hofer Gilson & Lione
P.O. Box 10395
Chicago, Illinois 60610
USA
(734) 302-6000

Full name of sole or first inventor:

Helmuth Fangel

Inventor's signature

Date (mm/dd/yy)

Residence: Feldbergstr.8, 65812 Bad Soden, Germany

Citizenship: German

Post Office Address: (same as above)

Full name of second joint inventor, if any

Michael Latarnik (Deceased)
Christine Latarnik (Legal Representative)

Second inventor's signature

Date (mm/dd/yy)

Residence: Römersstrasse 7, 61381 Erlichshausen, Germany

Citizenship: German

Post Office Address: (same as above)